

AUTOS NOW IN FAVOR FOR VACATION TRAVEL

Increasing Number of Good Roads, and Up-to-Date Hotels and Garages Encourage Touring Parties.

Returning motorists from their vacations speak of the number of cars that they have met with on the road. In this there is nothing unusual. The man today who owns an automobile takes advantage of every opportunity to get out into the open. He bought the car with the dual purpose of business during the week and pleasure for his family and himself on Sunday, holidays and vacation time. Railroads, steamships and interurban street car lines have complained during the past few years of the loss of patronage due to the motor car.

Automobiles today are so near perfect that any man with average intelligence and who, when the occasion arises, stops and uses his gray matter without trying first to make a garage in every town he passes in his tool kit, can travel most anywhere with assurance of reaching his journey's end. While the automobile is to a certain extent complicated, it is built as near foolproof as possible. It is on rare occasions that trouble is met with, and when this happens it is generally of a minor nature, such that any one can repair, at least temporarily, so as to get them to the nearest representative of the machine they are driving, or to a good repair shop.

Roads are good also, so that trips by motor car are not the tedious journeys that they were formerly. As an example, in 1912 it is figured that there were less than a half dozen machines which made the transcontinental trip. This year, though the touring season is but half over, it is claimed that more than 200 cars have journeyed from coast to coast carrying pleasure parties. It is the same with trips to all other sections of the country. In front of every hotel along the more popular motor routes it is a common sight to see at least fifty machines parked while their occupants are either eating a meal or resting.

Journeys of five, seven hundred and a thousand miles are not thought worth more than passing comment now days. A little attention or grooming of the car before the start, and then on the road, in every town he passes, he is asked for the most part, to take people who take motor trips prepare for them. They pick out the spot they wish to visit and then motor there, knowing that in most every instance they will have good roads if not the entire distance for at least the greater portion of it.

So far as gasoline, oil and tires, if they are needed en route, are concerned, there is a garage in every town he passes through. In this day and age the garage would not consider itself up-to-date if it did not have at least one good barrel of oil in stock and at least one tire of each of the so-called popular sizes. Prices for these goods are only slightly in excess of what they can be bought for at home, the difference perhaps being that at home they received a small cash discount while on the road they were asked to pay straight list price.

Accommodations for the family can be found almost anywhere. Hotels which a few years ago were on the verge of starvation have suddenly taken on new life. The proprietor has fitted them up to the best of his ability, makes a point of serving good wholesome food, and is getting the business. He has provided rest rooms for the ladies of the party where they can remove the stains of travel, a lounging room for the men where they can sit at ease, enjoy themselves and wait the call to dinner. These hotels have guests in connection where the car can be stored for the night and necessary supplies bought.

Often times motor parties when they start out have a definite plan in view as the end of their trip. They simply travel until they get tired and then turn around and start home another way. Often there will be three or four machines in the party. Some go even so far as to have a "motor" outfit with them and put up wherever night may overtake them.

Year by year the number of these motor parties increases and they will continue to grow more numerous as the conditions of our roads improve. Some portions of the country have been a long time in seeing the light of good roads, but eventually they will be attracted by it. Those States that have seen the benefit to be derived from them are already reaping a large return on their investment.

The car owner, no matter how avaricious he may be at home, once you get him out on the highways and byways his attitude changes and he becomes a different man. He wants the best and is willing to pay for it. It is not a good thing to judge the temper of his pocketbook by the car he drives. It may be of ancient vintage but it is his pride and joy.

He is willing to back it up with his hard-earned money and don't be too certain that he may not come out best in the race, for some of the cars that today look out of date still have enough life in them to give some of our multi-cylinder machines just about all they care for on the hills or on the level.

HUDSON BEATS FIELD IN PIKES PEAK TRIP

A Hudson Super-Six Special was driven to the summit of Pikes Peak, the steep, highest, highest mountain in the world, in 17 minutes and 15 seconds on August 11. Over twenty other cars contested for the honor of making the fastest time in this big bid climb.

Ralph Mulford, who has so often driven Hudson cars in record-making events, was again the pilot. He accomplished this great feat despite the fact that he was compelled to stop one and one-half miles out of the summit, owing to a breakdown of the carburetor and radiator. He pumped into the gasoline tank the mercurian.

No car in the contest was a stock model. No one could doubt that the Pikes Peak climb with cars built to travel in lower altitudes over straight and comparatively level roads. The Hudson had a shorter wheel base and used a lower gear. The material and design of the motor, the ignition, the carburetor and transmission were practically stock.

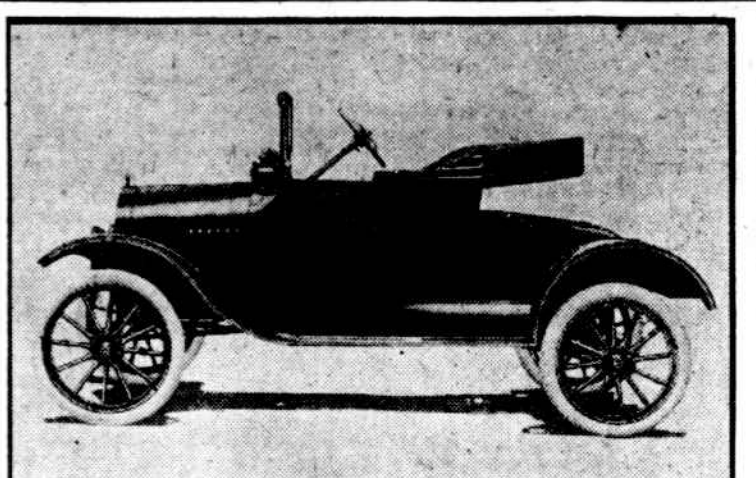
So the Hudson Super-Six has repeated the feat of holding its own in every test in which it has been entered. The victory the Hudson car has given further and greater proof of its super-endurance, its super-achievement under the most trying conditions it has yet encountered.

Racers Use Dixon's Lubricant.

A piece of information that should prove of interest to every car owner has recently come to light. Some one with a penchant for statistics, while making a canvass of the country's racers, discovered that nearly every racing car driver was a user of one make of lubricants. This was found to be Dixon's Graphite Automobile Lubricants. When such a unanimous opinion of one product is given, it certainly speaks well for that product, to say the least.

Automatic safety gates are said to be more efficient than human flagmen. They are operated by electricity and in 6,000 tests they failed only four times.

The Last Word in Ford Cars



The most sensational event in automobile circles is the introduction of the new Ford models, which embody several radical changes in the familiar Ford line. The new cars are of stream-lined design and are equipped with crown wheel front and rear. The radiator is larger to give greater cooling capacity. The car is finished entirely in black with nickel-plated hub caps and radiator cap, and is equipped with nonskid tires on the rear wheels.

There has been no change in the chassis or the Ford motor, with its record of more than 1,500,000 in active daily use.

TYPES — By SARA MOORE

The Landlady's Waterloo.

A theatrical boarding house is a refuge for the actor. A theatrical hotel could better be described if managing editors were more broadminded about the use of short and unlovely words.

Mrs. Fires ran a theatrical hotel.

Every week she sent a runner down to the first tank town on a circuit which provided four-year-old musical comedies to cities of less than 20,000 inhabitants. The runner's business was to convince ladies of the chorus that if they put up at the Great Southern while they were in Milton they would have a week of home joys and comforts such as they had never known since they left father's farm. He pictured Mrs. Fires as a motherly person who did not object to cooking in the rooms and who permitted guests to wash things out in her cement laundry tubs without extra charge. Girls who had never been on the road before believed him. Milton, was, after all, only the second tank town. After the third, the entire company's trust in human nature could be concealed under a Canadian five-cent piece.

The Great Southern was about as home-like as a trench on Hill 36. Torn and grayed cheap lace curtains flopped dispiritedly against windows that were washed only by seasonal rains. It was situated in easy walking distance of the opera house and the railroad station, and you could see Mrs. Fires in the front window almost any time you stepped from a train on to the platform.

On closer view, you were apt to observe that the hotel owner seemed to be twin sister of a circus calliope. Her voice and exterior decorations were about as subdued and restful. Usually a brilliantly striped silk awning coat worn over an expensive white gown outlined her curves with no pretense of subtlety. No woman guest ever escaped from that hotel without learning that Mrs. Fires' figure was a made-to-order at \$30 a pair.

When a show came in, the landlady always bowed eagerly that some of the principals would register so that she might exchange a few words with social equals. The girls she condescended to as a woman always condescended when she buys her K-s-pair silk stockings by the dozen and the others wash one of their two sets of lisle in the hand basin at night.

When a girl with a road show earns only \$18 a week and buys her own make-up, stage shoes and tips-paying fancy prices according to the whims of the stage manager from whom she must purchase them—she does not expect to put up at first-class hotels. If she is experienced in stage economies she sleeps until noon to save the costs of breakfasts, and often pools with other girls to cook a dinner over a gas or alcohol stove, having her principal meal just before the evening performance. On salary nights, she may eat a bite of supper and have a little beer before going to bed. Otherwise she swallows a glass of malted milk mixed with warm water from the bathroom tap. Many a stage-door Johnny in middle west town has ever brought into this handkerchief his personal charms when he has the seven hot dinners a week to the girl who lets him buy them for her.

And yet Mrs. Fires managed to be rated at over a quarter of a million dollars on chorus-girl trade. Her system had etched her name in the little lines around her eyes, and her deep brackets each side of her thin lips. But it had also paid for the gold gilt to her hair and her high-heeled shoes and diamonds that swung from her ears.

When she was remarked that she never seemed to grow older she always laughed gaily.

"I never worry," she explained. "I let them steal all the towels and sheets they want to. You have a clean experienced little thieves don't know they're doing double back this way and I can steal the towels back again. I have a bunch of keys that will fit every trunk and bag that was ever brought into this hotel. One of her little ways was less frankly admitted. If the men who wanted to entertain chorus girls bought dinners and drinks for them at the Great Southern Mrs. Fires tolerated their little vices. She let them cook in their rooms and dry their underwear on chair backs stood in the window breezes. If, however, the girls were not wise enough to encourage suitors with their great efforts to impress Mrs. Fires' bartender, they found their privileges much restricted. Three little engaged girls who were too faithful to flirt with Milton called on her to get a new dress. She gave them the right to buy a dress and a pair of shoes. She had confiscated a contraband Irish stew. "She didn't even leave us an onion," complained one.

So the diamond drops in Mrs. Fires' ears grew heavier and whiter each year, and Mrs. Fires' complacency, mounted on a shock-absorber in the shape of a fat bank roll, was never jarred. Her only real sorrow came from "hired help." A long line of slaves struggled with the living problem at the Great Southern. Few servants are clever enough to maintain a degree of cleanliness not so obvious as to make the guests feel pampered nor too slovenly to advertise studied neglect.

"And she's that stinky old virtuous you'd think we needed no more nourishment than a broomstick," wept one.

Tales of how Mrs. Fires tricked the hotel help into doing extra work in her farm home—without, of course, paying them extra—went through the county. In time she had to advertise in out-of-town papers to get any one to work for her. The few servants who did stay more than a month or two at a time were drab, spiritless women almost too worthless to have around.

Perhaps the drabest and meekest

of the lot was Bessie Jewel, a chambermaid.

Bessie, however, was young and Mrs. Fires approved of young muscled. The girl was not unlikely looking winsome and she had her hair and it fluffed around her thin face, or when she put on a white dress to help in the dining room. Mostly, however, she slunk through the halls like an untidy gingham shadow. Her passivity and humility made Mrs. Fires underrate her.

One afternoon the landlady, looking like a stately queen in her purple silk afternoon dress, came out of a room carrying an armful of lingerie. They had taken four of the towels and three sheets and two water glasses," said Mrs. Fires, indignantly. "And I just took some of their prettiest things to teach them a lesson in honesty. They'll not be so free with other folks' goods after this."

Bessie leaned on her carpet

sweeper and made mild protest.

"But those are the pretty things that little girl made herself to get married in."

"Humph!" sniffed Mrs. Fires. "I wish you'd mind your own business. According to it, me, but I shall sell them to some one in the next company."

Bessie watched the woman sail down the hall. Then she went to the foot of the stairs which lead to the Fires' private apartments, occupied when their farm home closed each season.

"Jim," she called, "if you want me come down here and get me. Right away, I'm sick of this and I want to get out."

Four hours later, Mrs. Fires was startled by a vision of a fellow that stroled into her office defiantly. A white leg-horn hat drooped artistically over a face that was flushed with amusement—and something else. A white heavy pongee tailored suit, a pair of fashionable white suede shoes, an expanse of silk stockings and a glitter of gold bag, gold parasol handle and a few rings quite transformed the upstairs slave to a rather racy-looking young woman.

"Jim and I have just been married," announced Bessie calmly.

"My son Oh—yes, hussy. I don't believe it," gurgled the purpling old lady. "You've stolen my things and I'll have you arrested. You've stolen my son and—take off those clothes!"

The new Mrs. Fires opened her gold mesh handbag and extracted a bunch of keys which she flung on the desk.

"Oh," quivered Bessie ailing. "I just took some of these things to teach you a lesson in honesty. You'll not be so free with other folks' goods after this!"

"You—vixen!"

"Remember, you're my ma-in-law," laughed the ex-chambermaid. "And I only borrowed your own keys to get into your trunk, as you said, to see what I'll have you arrested for slander!"

shrieked the landlady wildly.

"Oh, gwan," said Bessie, unmoved. "Not one of these things would fit you. An' I left things for you, anyway. I only took—what I thought would do you the most good."

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STUDEBAKER RETAINS LEAD SET UP IN 1915

Official automobile registrations for the first six months of 1916 show that Studebaker cars maintained the lead they first established in 1915 in the city of Detroit, the center of the automobile business and the city where three-fourths of the world's cars are built.

According to the official figures, more Studebakers were registered in Detroit from January 1 to June 30 than any other make of car selling above the \$500 mark.

For the first six months of 1916 a total of 1,709 Studebakers were registered in Detroit, as compared with 1,232 of the second highest in point of numbers, a make of car selling at less than \$700. Third in rank was a car selling above \$2,000 of which 1,210 were registered.

While Detroit is not the only city in which Studebaker cars lead among automobiles selling above \$500, it is generally considered the most interesting example, because of that city's prominence as the hub of the great automobile industry.

Teddy Bears to the Front.

The vogue of the Teddy Bear, which recently seemed to be waning, has received a fresh impetus since British manufacturers began to give serious attention to the toy-making industry. At the Board of Trade Fair he is easily the king of nursery beasts, and in the highest state of development possesses a growl with a Russian accent, and a long line of slavish struggle with the living problem at the Great Southern. Few servants are clever enough to maintain a degree of cleanliness not so obvious as to make the guests feel pampered nor too slovenly to advertise studied neglect.

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"SI" PENS A "NEWSY" NOTE TO FRIEND "BO"

Says Dealers' Event at Benning on Labor Day Will Be Worth-While Sport.

Dear Bo—Have been out of the harness for so long, that I am sort of out of touch with just what is going on along the row. Got back from my vacation right in the midst of the hottest weather of the summer. Most all the time I was sort of fagged out with the heat, and not in much of humor to hand out information. A few things going on though.

The Labor Day race at Benning is occupying the center of the stage right at the present time. Judging from the entries in so far and those that have promised to face the starter on September 4, there should be some sort of well worth while a long way to see. One race which will no doubt cause more than passing comment, will be the dealers' event. You know as well as I do that a dealer is all wrapped up in his car, and if it is any way fast believes that there is nothing on four wheels which can come anywhere near touching him. Well, some of them will have to take the exhaust and look over the rear construction of their cars in this event, for it is a cinch that all cannot win.

By the way, had a letter from 'Jimmy' Flynn the other day. You know he is now manager of the Chevrolet branch in Baltimore. At present he is in temporary quarters, a permanent home for this popular car being built along the motor row of the Monumental City. He tells me that when the new branch is completed there will be nothing anywhere in this section that can come up to it either in the way of beauty or convenience.

Guess that you know Harley and Earley have moved from Connecticut Avenue to Fourteenth street with their Jeffery line. They had taken four of the towels and three sheets and two water glasses," said Mrs. Fires, indignantly. "And I just took some of their prettiest things to teach them a lesson in honesty. They'll not be so free with other folks' goods after this."

Your old friend, Charles Brooks, is no longer service manager of the Smith Trew Motor Company. Instead of taking care of the wants of Bro owners he is out to increase the number of cars of this make on the streets of Washington being now a member of the sales force. If any one knows these cars he should, for he has seen them in all shapes and conditions and heard the experiences of about every owner in town. Speaks well for the car when after this he decides that the machine is the one to sell.

Visited Irving Donohue's museum the other afternoon. You did not know he was a rival of the Smithsonian did you? The only difference between the two is, that Irving devotes his exhibition space solely to carabureters which he has replaced with Rayfields. They occupy a space along the entire sidewalk of his service station.

Royce Hough has received his first Marmon, a four-passenger roadster. He has been waiting sometime for this car, and now that he has it is making mighty good use of it. Keeping demonstrations that have been booked for some time, waiting the arrival of the car. Had a ride in it the other day and it is all that they claim for it.

Rudy Jose spent most of the week at the Rockville Fair where the Cook and Stoddard Company had a Cadillac exhibit. "Rudy" was quite at home, for both he and his brother, "Bill," have spent much time up in that portion of Maryland. In fact, I believe that they know most everybody. When not talking Cadillac he was renewing acquaintanceship with some old friend.

Here is a piece of real news for you. Stanley Horner was telling me that very likely sometime within the near future the Buick Motor Company will erect its own showroom and service station here. Washington has always been considered one of the smaller branches of this company but of late it has stepped out in front and is worthy of a home of its own. It is a splendid opportunity for the company to build its own branch in Washington. No doubt others will follow.

Burton Leary, Jr., is sort of holding down the Maxwell fort alone these days. Joyner has gone away for a vacation and Chisholm, who is a member of the National Guard of Massachusetts, is at Plattburgh instructing rookies in rifle practice. Burton seems to be doing very well.

Ben Zimmerman is numbered among our latest car buyers. He journeyed over from his Connecticut avenue the other afternoon and purchased one of the Super Six. I presume that from now on when he meets us on the street he will pass by without even nodding.

Well I am afraid that Col. Long has gotten the fever. He has started talking about Atlantic City. Expect most any day to see him make a jump to the boardwalk. You know he never misses a season down there and hardly think that he intends passing it up this year. "Well, old pal," I believe that I have about gleamed it all so will say good night, turn out the light and go home. Goodnight.

"SI."

BRAN CURES SPOTTED SKIN.

Dr. Hughes Points Out Way to Eradicate Indigestion.

Perhaps if ordinary wheat bran, which any one can secure for a few pennies, were put up in fancy pound packages as a valuable laxative, and a fancy price charged for it, more people would use it. Like so many other things in the world, because it is cheap, people fail to place a proper valuation on it.

As a laxative, wheat bran has few equals, writes Dr. A. M. Hughes in Farm and Home. It leaves no bad results if taken properly, and seldom fails to relieve constipation and the very many ailments that result directly and indirectly from constipation.

Bran, taken properly, will clear up the so-called "liver-spotted" skin, remove the ordinary indigestion, remedy dry skin, and, if it is claimed by many, prove a help in anemia.

Nothing comes in boxes, jars, or bottles, that is much a skin beautifier as wheat bran. A poor skin, as most people know, is due to impure blood, and impure blood is generally a stomach condition. Constipation, indigestion and other ailments cause sallow, blotched, pimply and otherwise unlovely complexion. The use of wheat bran will help to correct these, relieve the constipation, improve the blood, and, this done, the skin becomes once more good to look upon. No beauty doctor can begin to work such a miracle of beautifying the skin as mere cosmetics and skin preparations. It is especially good for skin eruptions, noted so frequently with young people. One good way to take it is to stir it in a glass of cold—not ice-water—and drink.

If the children, or adults for that matter, dislike to take it in this manner, mix it with the morning cereal.

American preserved orange, lemon and citron peel finds favor in Canada. J. A. Willard, of Philadelphia, has a snuffbox said to be 610 years old.

CHEVROLET WILL NOT BUILD \$700 "EIGHT"

Company to Follow Present Business Policy—Price Cutting War Among Manufacturers Unfounded.

The reports to the effect that the Chevrolet Motor Company is to put out an eight-cylinder car to retail at \$700, proved to be erroneous.

Mr. W. C. Durant, president of both the Chevrolet and General Motors Companies, in denying and commenting upon the publication of this rumor, said:

"In addition to the disturbance and annoyance which it causes Chevrolet agents and dealers, perhaps the most serious effect is to convey to the public the impression that there is an absence of settled business policy governing the leading motor car manufacturers. Nothing is further from the real facts."

"The well-established motor car manufacturer, who has successfully passed the experimental period and has overcome the many obstacles which have existed and had to be met in the development of this important industry, has a well-defined fixed policy, which is not easily influenced or subject to sudden change. Each company has a distinct individuality and adheres to carefully matured plans as to production and distribution to meet the requirements of the special price and grade field in which it operates. Schedules as to prices and production are outlined far in advance and are carried out as carefully and accurately as a printer follows his chart."

"The volume of the motor car industry is exceeded only by steel and cotton and those directing the affairs of this vast business feel deeply their responsibility and are steadfastly and earnestly cooperating along conservative and constructive lines."

"Sensational notices to the effect that a price-cutting war is imminent among motor car manufacturers are confusing, misleading and unfounded."

The Vogue of Wicker

Wicker is the term used to describe practically all the basket materials now in vogue in the construction of furniture—willow, cane, reed, rush, rattan, bamboo and grass. The first of the better class wicker furniture, imported from France, was of red and cane, chiefly painted white or left in the natural colors. Now both the French importations and the American productions are made in ivory, green, blue, terra cotta, brown, tan and white. When used with gay cushions they are especially effective in carrying out a decorative color scheme.

Many of wicker materials—reed, rattan, bamboo and grass—are of Asiatic origin, Singapore being the world market for them. Reeds are used both whole and split.

Bamboo, while not strictly wicker, is often used in wicker or with wicker. Its chief merit is its cheapness. Chinese linen has been used to some extent in a similar manner.

But of all the wicker materials, willow is perhaps the most satisfactory as well as the most popular. It is naturally light and durable, and manufacturers have learned how to use it to produce the maximum strength and decorative effect.

The vogue for wicker does not look like a passing fancy; there are elements of permanence in it. It meets the requirements of lightness, beauty and homelike comfort. It is not always safe for the household to stock up too heavily with the new things that appear in the furniture market unless he can afford to buy new furniture and discard the old when it goes out of style. He is fairly safe in the matter of wicker, however, provided he avoids the extremes of style—Walter A. Dyer in the Mother's Magazine.

Too Young for War Tactics.

There continues to be considerable discussion of the attitude of the Boy Scouts toward the question of military training for the boys.

In view of the general interest in the subject, the convictions of Dr. James E. Russell, dean of Teachers' College, Columbia, are of timely interest. Dean Russell is thoroughly in accord with the stand the movement has taken on the matter, being of the firm conviction that military training of boys of scout age does not accomplish the desired result.

Mr. Russell's statement on the subject, which at first appeared in the New York Times, is as follows:

"It is practically impossible to do

much in the way of military training with boys under eighteen years of age. It must be taken seriously, and its inclusion in the courses of our public schools should not be considered. Even Germany does not pretend to give military training to boys, but sets aside several years after school life for this man's work. Then it is taken seriously, and results in making trained soldiers. "The most that can be hoped for in

this country is a preparatory training for the boys which should include characteristics of the later life work and give some idea of a live interest in the process of their later education.

"What sort of preparatory training can come in a boy's life from ten to fifteen years of age? Any such training must be something which will line up with school work. It should be distinctly preparatory to good citizenship, and if good citizenship involves military training, then it ought to lead to that."

Automobile Races

Under the Auspices of the American Automobile Racing Association

UNDER A. A. A. SANCTION

BENNING RACE TRACK

Labor Day, September 4, 1916

RACES START AT 2 P. M.

Entries Include Many of the Fastest Cars in America.

TWO MOTORCYCLE RACES.

BAND OF MUSIC

General Admission, 50c. Grand Stand, \$1.00.

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ADVANCE SALE OF TICKETS.

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Studebaker Touring (1913) electric lights and starter.....	\$300.00	Chalmers Touring (1911).....	\$150.00
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TERMS IF DESIRED.

UNION GARAGE

G. St. Between 6th and 7th. G. S. DUVALL, Mgr. Used Car Dept.

HERALD AUTO DIRECTORY

Containing the names and addresses of the Washington dealers in well-known pleasure automobiles, motor trucks, accessories, and supplies.

Herald readers who fail to find in this feature what they desire or who want any further information about the cars or dealers listed below will receive this information by clipping and mailing the coupon below.

GASOLINE CARS.	MOTOR TRUCKS.	ELECTRIC CARS.	LAMPS AND RADIATORS.
ALBURN-PATHFINDER—ALBURN AND PATHFINDER SALES CO., 24th and M sts. Phone W. 711.	SMITH-FORM-A-TRUCK—"Your Ford and \$360.00." RECORD AUTO CO., 631 Mass. av. Phone M. 1196.	BAKER-BAUGH-LANG—BARTHOLOMEW ELECTRIC GARAGE, 1204-08 New Hampshire av. Phone W. 458-459.	MOORE & CO.—Auto Lamp and Radiator Doctors. 205 John Marshall Place. Phone M. 1648.
CADILLAC—THE COOK & STODDARD CO.—1138 Connecticut av. Phone N. 7810.	CROW-ELK-HART—CROW MOTOR SALES CO.—1315 New York av. Phone Main 6420.	MILBURN—MILBURN SALES CO., 1228 Connecticut av. Phone North 2000.	
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SAXON—RECORD AUTO CO., 831-25 Mass. av. nw. Phone Main 23.	STUDEBAKER—THE COMMERCIAL AUTO SUPPLY CO., 819 Fourteenth st. Phone Main 2174.		
STEARNS—POTOMAC MOTOR CAR CO., 1228 Connecticut av. Phone North 2000.			

INFORMATION COUPON.

Herald Automobile Directory. Please send me the following information:

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Your address.....

Or telephone Main 3300 and ask for Auto Department.

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